

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB10D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Anderson Township CODE# 061- 01980

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/99

CONTACT: Dave Sparke PHONE # (513) 474-5560

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 474-5289 E-MAIL _____

PROJECT NAME: Maycliffe Drive

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$219,550.00
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$439,100.00

FUNDING REQUESTED: \$ 219,550.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 219,550.00

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RPL LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

\$ _____

Local Participation _____ %

_____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING:

Loan Interest Rate:

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

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1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
--	----------------------	----------------------------------

a.)	Basic Engineering Services:	\$ _____ .00	_____
	Preliminary Design	\$ _____ . 00	
	Final Design	\$ _____ . 00	
	Bidding	\$ _____ . 00	
	Construction Phase	\$ _____ . 00	
	Additional Engineering Services	\$ _____ .00	_____
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right-of-Way	\$ _____ .00	_____
c.)	Construction Costs:	\$ 439,100 .00	_____
d.)	Equipment Purchased Directly:	\$ _____ .00	_____
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ _____ .00	_____
f.)	Construction Contingencies:	\$ _____ .00	_____
g.)	TOTAL ESTIMATED COSTS:	\$ 439,100 .00	_____

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ 219,550 .00	50
b.) Local Revenues	\$.00	
c.) Other Public Revenues	\$.00	
ODOT	\$.00	
Rural Development	\$.00	
OEPA	\$.00	
OWDA	\$.00	
CDBG	\$.00	
OTHER _____	\$.00	
SUBTOTAL LOCAL RESOURCES:	\$ 219,550 .00	50
d.) OPWC Funds		
1. Grant	\$ 219,550 .00	50
2. Loan	\$.00	
3. Loan Assistance	\$.00	
SUBTOTAL OPWC RESOURCES:	\$ 219,550 .00	50
e.) TOTAL FINANCIAL RESOURCES:	\$ 439,100 .00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Maycliffe Drive Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is in Anderson Township and includes the entire length of Maycliffe Drive.

PROJECT ZIP CODE: 45230

B: PROJECT COMPONENTS:

Total Reconstruction of Road, including

- 1.) Removal of existing pavement to grade.
- 2.) Install new curbs to convey storm drainage
- 3.) Install new storm drainage system
- 4.) Reconstruct with asphalt pavement

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length Maycliffe Drive is 1650 LF. The width is 25 LF. Present characteristics include asphalt pavement with no storm sewers.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 300 Year: 1999
Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 439,100 .00
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____ .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 /01 /99</u>	<u>6 /01/00</u>
4.2 Bid Advertisement and Award:	<u>7 / 01 /00</u>	<u>7 /21 /00</u>
4.3 Construction:	<u>8/01/00</u>	<u>6 /01 /01</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>Russell L. Jackson, Jr.</u>
TITLE	<u>President, Board of Trustees</u>
STREET	<u>7954 Beechmont Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45255</u>
PHONE	<u>(513) 474-5560</u>
FAX	<u>(513) 474-5289</u>
E-MAIL	<u>_____</u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Kenneth Dietz</u>
TITLE	<u>Clerk</u>
STREET	<u>7954 Beechmont Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45255</u>
PHONE	<u>(513) 474-5560</u>
FAX	<u>(513) 474-5289</u>
E-MAIL	<u>_____</u>

5.3 PROJECT MANAGER

TITLE	<u>Dave Sparke</u>
STREET	<u>Road Superintendent</u>
CITY/ZIP	<u>7954 Beechmont Avenue</u>
PHONE	<u>Cincinnati, Ohio 45255</u>
FAX	<u>(513) 474-5560</u>
E-MAIL	<u>(513) 474-5289</u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Russell L. JACKSON, Jr., Pres. Board of Trustees

Certifying Representative (Type or Print Name and Title)

Signature/Date Signed


9/24/99

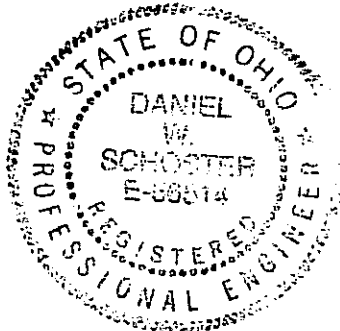
PROJECT: MAYCLIFFE (1650' L X 25' W)
ENG. EST.: \$439,100

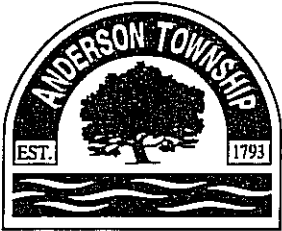
ENGINEER'S
ESTIMATE

DESCRIPTION	UNIT	QUAN	UNIT	TOTAL
REMOVE EX. PAVEMENT (rigid incl.curb)	SY	4,600	6.00	\$ 27,600.00
UNDERCUT, REMOVE & REPLACE	CY	500	50.00	\$ 25,000.00
CURB TYPE 6	LF	3,300	10.00	\$ 33,000.00
REMOVE & REPLACE CONCRETE DRIVE				
APRONS	SY	700	35.00	\$ 24,500.00
CATCH BASIN CB-3	EA	12	1,500.00	\$ 18,000.00
STORM MANHOLE TYPE 3	EA	6	1,800.00	\$ 10,800.00
12" RCP	LF	600	45.00	\$ 27,000.00
18" RCP	LF	1,000	60.00	\$ 60,000.00
ODOT 304 STONE	CY	1,300	40.00	\$ 52,000.00
ODOT 301 ASPHALT BASE	CY	450	70.00	\$ 31,500.00
ODOT 404 ASPHALT SURFACE	CY	300	70.00	\$ 21,000.00
TENSAR GEOGRID	SY	4,600	2.00	\$ 9,200.00
TOPSOIL & SODDING	SY	3,900	5.00	\$ 19,500.00
ADJUSTING EX. UTILITIES	LS	1	20,000	\$ 20,000.00
WATERWORKS	LS	1	40,000	\$ 40,000.00
MAINTAIN TRAFFIC	LS	1	8,000	\$ 8,000.00
CONSTRUCTION LAYOUT	LS	1	12,000	\$ 12,000.00
TOTAL ESTIMATED COST				\$ 493,100.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.


Daniel W. Schoster, P.E.





ANDERSON TOWNSHIP

HAMILTON COUNTY, OHIO

7954 Beechmont Avenue

Anderson Township, Ohio 45255-3192

TOWNSHIP TRUSTEES

Russell L. Jackson, Jr.

Peggy D. Reis

Michael L. Walton

TOWNSHIP CLERK

Kenneth G. Dietz

Phone: 474-5560

Fax: 474-5289

Anderson Township will utilize \$219,550.0 from its General Fund as its participation for the Maycliffe Road reconstruction project.

Kenneth G. Dietz, Clerk
Anderson Township

TOWNSHIP ADMINISTRATOR

Henry C. Doltive

ASSISTANT ADMINISTRATOR

Suzanne M. Parker

OFFICE MANAGER

Vicky L. Earhart

Phone: 474-5560

Fax: 474-5289

FIRE CHIEF

Dan Esslinger

Emergency: 911

Phone: 474-5562

Fax: 624-3806

ROAD SUPERINTENDENT

David Sparke

Phone: 474-5080

Fax: 388-4693

DEVELOPMENT SERVICES

DIRECTOR

Caden Dacey

Phone: 474-5123

Fax: 388-4484

DISTRICT 5 HDQTS.

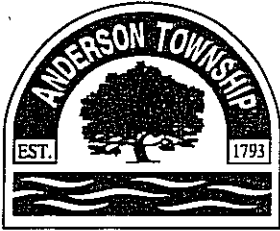
SHERIFF'S DEPARTMENT

Sgt. Mike Patterson, O.I.C.

Emergency: 911

Phone: 474-5770

After business hours: 825-2280



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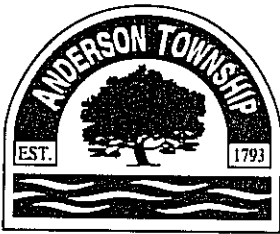
This is to certify that on September 16, 1999, at a regularly scheduled meeting the Board of Trustees voted unanimously to apply for the following S.C.I.P. projects with fifty (50) percent matching funds.

Reconstruction of Maycliffe Road at an estimated cost of \$439,100.

Reconstruction of Ayershire, Wilshire and Sunray Roads at an estimated cost of \$611,400.



Kenneth G. Dietz
Township Clerk



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HAMILTON COUNTY, OHIO

7954 Beechmont Avenue

Anderson Township, Ohio 45255-3192

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CEO CERTIFICATION

December 2, 1999

This is to certify that on September 16, 1999, at a regularly scheduled meeting, Board of Township Trustees President, Russell L. Jackson, was again authorized to sign all necessary documentation regarding any Anderson Township SCIP application or project.

Kenneth G. Dietz

Kenneth G. Dietz
Clerk of Anderson Township

12/2/99
Date Signed



ANDERSON TOWNSHIP

Fire and Rescue Department

Administration

6211 Salem Road

Anderson Township, Ohio 45230

Chief of Department
Dan Esslinger

Training Division
Assistant Chief Mark Ober

Operations Division
Assistant Chief Tom Riemer

Life Safety Division
Assistant Chief Craig A. Best

September 24, 1999

To: Mr. Dave Sparke
Anderson Township Road Maintenance

From: Assistant Chief Craig A. Best
Life Safety Division

Re: Maycliffe Drive

We have had trouble accessing Maycliffe at various times due to vehicles parking on both sides of the roadway. Maycliffe is a narrow, long, street with no sidewalks and narrow cul-de sac.

As per our discussion this information is provided to see if we can upgrade the street to current standards for the public's safety.

Sincerely,

Craig A. Best
Assistant Chief
Life Safety Division

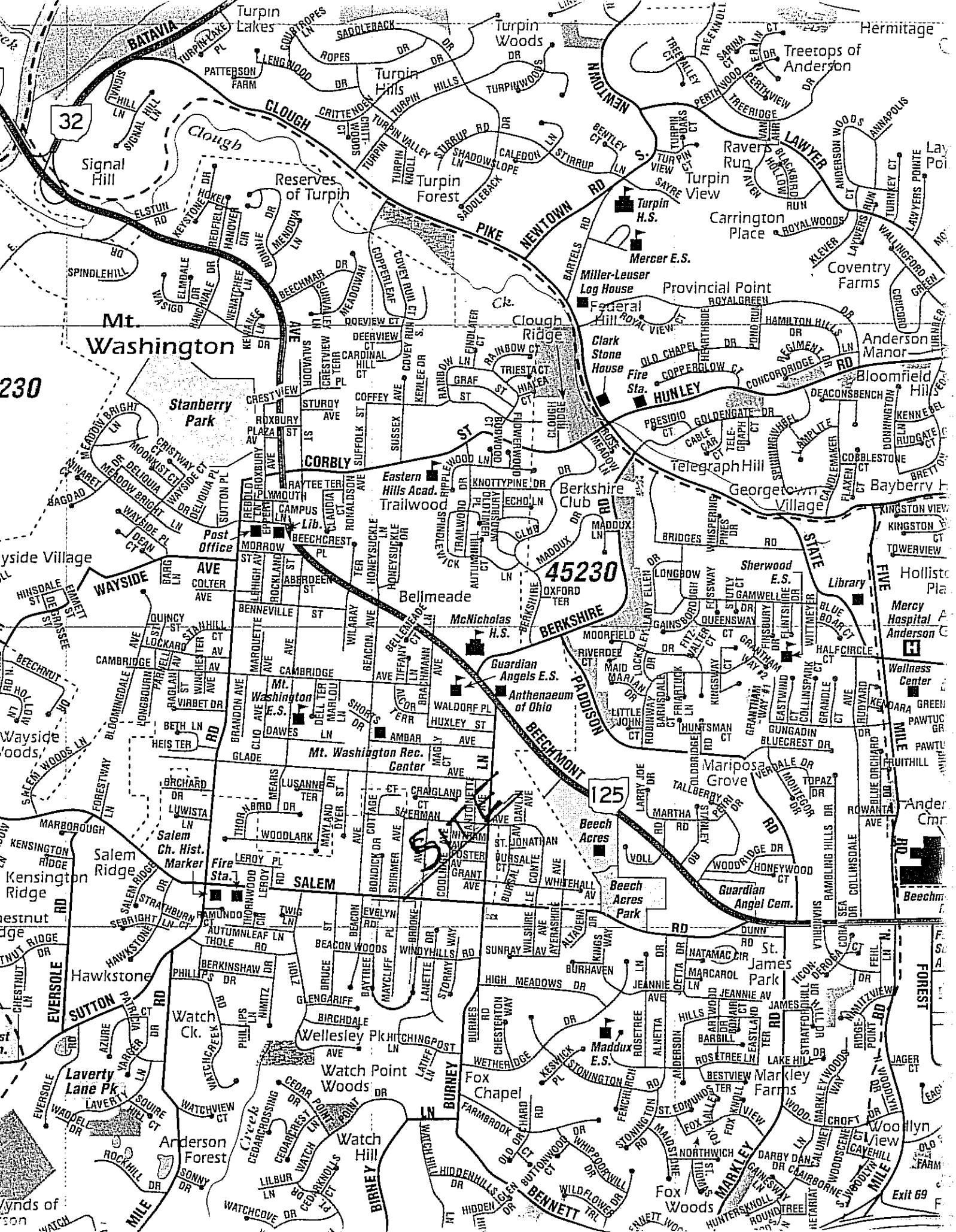
Station 6
7954 Beechmont Avenue
Anderson Twp., Ohio 45255

Station 10
6211 Salem Road
Anderson Twp., Ohio 45230

Station 100
8330 Broadwell Road
Anderson Twp., Ohio 45244

Station 101
6880 Hunley Road
Anderson Twp., Ohio 45244

Office (513) 474-5562 • FAX (513) 624-3806 • Emergency Dial 911



Condition Rating Form

Section Number: 13.00	State Route: 13	Survey Date: 12/24/1998
Name: MAYCLIFFE PLACE	Jurisdiction: Township	
From: SALEM ROAD	Length(ft): 1690.00	
To: CUL-DE-SAC	Area(yd²): 3755.56	
Ride Quality Index(RQI): 2	% Curb Deterioration: 0	
Maintenance Index(MI): 4	Maintenance Factor(MF): 1.4	
Classification: Local	Class Factor(FC): 1.0	
Average Daily Traffic(ADT): 400	Traffic Factor(TF): 1	
Transit/Bus Route: No	Transit Factor(TR): 1.0	
Pavement Type: Flexible	Unit Cost: \$ 70.00	

Distress Type	Category	Severity	Extent	Deduction		PCI	Condition
>> Weathering and/or Raveling	1	2	4	12.50	Surface:	83.75	Fair
Bleeding	1				Cracking	48.20	Failed
>> Patch Deterioration	1	2	2	3.75	Support:	67.00	Failed
Potholes	2				Structure:	60.00	Failed
Crack Seal Deficiency	1				Final:	1.00	Failed
>> Alligator Cracking	2	2	3	16.80	Priority Index(PI):	168.00	
>> Transverse Cracking	2	1	4	10.00	Strategy:	E	
>> Longitudinal Cracking	2	2	4	14.00	Cost:	\$262,889.20	
>> Block Cracking	1	2	2	5.40	Maintenance		
>> Edge or Random Cracking	2	2	3	5.60	Action(s):	Reconstruction	
>> Rutting	2	2	2	16.20			
>> Settlement	2	2	2	16.80			
Corrugations	1						

Cracks:

Rated By:

Legend

RQI:	1 = Worst	5 = Best	
MI/MF:	0 = Least Needed	5 = Most Needed	MF = 1 + (MI/10)
Severity:	0 = None	1 = Low	2 = Moderate
			3 = High
Category:	1 = Surface Related	2 = Structural Related	
Extent:	0 = None	1 = 1-5%	2 = 6-25%
			3 = 26-50%
			4 = 51-100%
Strategy/	A1= No Maintenance/\$ 0.00	A = Routine Maintenance/\$ 0.43	
Unit Cost:	B = Periodic Maintenance/\$ 1.18	C = Deferred Action/\$ 4.50	
	D = Rehabilitation/\$ 10.50	E = Reconstruction/\$ 70.00	

PCI = 100 - Sum(deduct values) PCI = 1 if zero

PI = 1/PCI * TR * TF * FC * MF * 100 >> means preferred status (i.e. highest priority)

Cost = Unit Cost * Area

2000 PRELIMINARY SUMMARY BUDGET			
UAN	TOWNSHIP	DESCRIPTION	2000 BUDGET
01-F-08	01.1600.08	OTHER EXPENSE - RECREATION	20,000
TOTAL GENERAL	- 01		3,781,130
MOTOR VEHICLE LIC.			
02-B-01	02.1200.01	SALARIES	37,500
02-B-04	02.1200.04	OTHER EXP - MEDICARE	1,000
TOTAL MOTOR VEHICLE LICENSE	- 02		38,500
GASOLINE TAX			
03-B-01	03.1200.01	SALARIES	46,000
03-B-04	03.1200.04	OTHER EXP. - MEDICARE	1,000
TOTAL GAS TAX	- 03		47,000
ROAD & BRIDGE			
04-A-02	04.1100.02	EMPLOYERS RETIRE. CONTRIB.	72,000
04-A-03	04.1100.03	WORKERS COMPENSATION	21,000
04-A-04	04.1100.04	TOOLS & EQUIPMENT	76,000
04-A-05	04.1100.05	SUPPLIES	72,750
04-A-06	04.1100.06	REPAIRS	10,000
04-A-08	04.1100.08	BUILDINGS & ADDITIONS	3,000
04-A-09	04.1100.09	UTILITIES	15,200
04-A-10	04.1100.10	INSURANCE	104,100
04-A-13	04.1100.13	OTHER EXPENSES	89,000
04-B-01	04.1200.01	SALARIES	400,000
04-B-02	04.1200.02	MATERIALS	105,000
04-B-03	04.1200.03	CONTRACTS	1,315,000
04-B-04	04.1200.04	OTHER EXPENSES	5,000
TOTAL ROAD & BRIDGE	- 04		2,288,050
LIGHTING DISTRICT			

2000 PRELIMINARY SUMMARY BUDGET			2000 BUDGET
UAN	TOWNSHIP	DESCRIPTION	
TOTAL GREENSPACE SPECIAL		REVENUE LEVY - 20	1,100,000
PUBLIC SAFETY LEVY			
20-A-08B	21.1100.08	OTHER EXPENSES	17,000
20-A-09B	21.1100.09	TRANSFERS	1,285,000
TOTAL PUBLIC SAFETY LEVY -	21 (20B)		1,302,000
PERM. IMPROVEMENT			
26-A-04	26.1100.0402	LAND ACQUISITION	
26-A-08	26.1100.0802	CONTRACTS	0
26-A-09	26.1100.0902	OTHER EXPENSES	0
TOTAL PERM. IMPROVEMENT -	26		0
PERMISSIVE MOTOR VEHICLE		LICENSE	
23-B-03	23.1200.03	CONTRACTS	315,000
TOTAL PERMISSIVE MOTOR VEHICLE		VEHICLE LICENSE - 23	315,000
TOTAL ALL FUNDS			19,690,485
07/15/99			
APPROVED	PRELIMINARY SUMMARY 2000 BUDGET		

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____
Fair _____

Poor X _____
Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded: The existing facility has inadequate drainage and width to properly convey traffic and stormwater. The existing asphalt pavement has numerous base failures.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

6 weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?*

Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____

Of these, how many are Takes

_____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. - NA

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. _____ weeks/months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

By widening the pavement it will greatly reduce the possibility of a head on collision due to inadequate pavement width. Health concerns will be eliminated by implementing a storm drainage system reducing the possibility of mosquito infestation.

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local \$219,550 50%
MRF _____ % OWDA _____ % CDBG _____ %
Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
No Ban _____ X _____ (specify)

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the

proposed project?

ADT = 300 X 1.20 = 360 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The reconstruction will directly affect residents on Maycliffe.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS X

Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

- 10) Will the proposed project generate user fees or assessments?

Yes No x

If yes, what user fees and/or assessments will be utilized?

- Anderson Township has a road levy in effect and license plate tax.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: Anderson Township

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Maycliffe Reconstruction</u>
2	<u>Ayershire, Wilshire, Sunray Reconstruction</u>
3	<u></u>
4	<u></u>
5	<u></u>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: Anderson Township

NAME OF PROJECT: Maycliffe Drive

SCIP 332
FIELD SCORE: 342

APPEAL SCORE: 10

FINAL SCORE: 252 342

LTIP 184
FIELD SCORE: 204

APPEAL SCORE: 10

FINAL SCORE: 174

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	SCIP	<u>17</u>	X	<u>5</u>	=	<u>85</u>
23 - Critical						
20 - Very Poor	LTIP	<u>17</u>	X	<u>1</u>	=	<u>17</u>
17 - Poor						
15 - Moderately Poor						
10 - Moderately Fair						
5 - Fair Condition						
0 - Good or Better						

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>20</u>	X	<u>1</u>	=	<u>20</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>20</u>	X	<u>4</u>	=	<u>80</u>
10 - Minimal importance						
0 - No measurable impact						

WIDEN OR SUB-SPREAD LANE
FLAMINATING OR NARROW (NO) W/DEN-3 FC

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>10</u>	X	<u>1</u>	=	<u>10</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>10</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

RECONSTRUCTION OF ROAD - 0.70
PERMANENT

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

- 5) Will the completed project generate user fees or assessments?
- | | | | | | | |
|---------|------|-----------|---|----------|---|-----------|
| 10 – No | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 0 – Yes | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |
- 6) Economic Growth – How the completed project will enhance economic growth (*See definitions*).
- | | | | | | | |
|---|------|----------|---|----------|---|----------|
| 10 – The project will <u>directly</u> secure <u>significant</u> new employers | SCIP | <u>0</u> | X | <u>0</u> | = | <u>0</u> |
| 7 – The project will <u>directly</u> secure new employers | LTIP | <u>0</u> | X | <u>4</u> | = | <u>0</u> |
| 5 – The project will secure new employers | | | | | | |
| 3 – The project will permit more development | | | | | | |
| 0 – The project will not impact development | | | | | | |
- 7) Matching Funds - LOCAL
- | | | | | | | |
|---|------|-----------|---|----------|---|-----------|
| 10 – This project is a loan or credit enhancement | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 10 – 50% or higher | LTIP | <u>10</u> | X | <u>1</u> | = | <u>10</u> |
| 8 – 40% to 49.99% | | | | | | |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| 2 – 10% to 19.99% | | | | | | |
| 0 – Less than 10% | | | | | | |
- 8) Matching Funds - OTHER
- | | | | | | | |
|--------------------|------|----------|---|----------|---|----------|
| 10 – 50% or higher | SCIP | <u>0</u> | X | <u>2</u> | = | <u>0</u> |
| 8 – 40% to 49.99% | LTIP | <u>0</u> | X | <u>5</u> | = | <u>0</u> |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| 2 – 10% to 19.99% | | | | | | |
| 1 – 1% to 9.99% | | | | | | |
| 0 – Less than 1% | | | | | | |
- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (*See Addendum for definitions*)
- | | | | | | | |
|---|------|----------|---|-----------|---|-----------|
| 10 – Project design is for future demand. | SCIP | <u>2</u> | X | <u>0</u> | = | <u>0</u> |
| 8 – Project design is for partial future demand. | LTIP | <u>2</u> | X | <u>10</u> | = | <u>20</u> |
| 6 – Project design is for current demand. | | | | | | |
| 4 – Project design is for minimal increase in capacity. | | | | | | |
| 2 – Project design is for no increase in capacity. | | | | | | |
- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (*See Addendum concerning delinquent projects*)
- | | | | | | | |
|--|------|----------|---|----------|---|-----------|
| | SCIP | <u>5</u> | X | <u>5</u> | = | <u>25</u> |
| | LTIP | <u>5</u> | X | <u>5</u> | = | <u>25</u> |
- 5 – Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12
- 3 – Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12
- 0 – Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{2} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{2} \times \underline{1} = \underline{2}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP} \quad \underline{4} \times \underline{2} = \underline{8}$$

8 Points

6 Points

$$\text{LTIP} \quad \underline{4} \times \underline{0} = \underline{0}$$

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP} \quad \underline{2} \times \underline{2} = \underline{4}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP} \quad \underline{2} \times \underline{5} = \underline{10}$$

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP} \quad \underline{5} \times \underline{3} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP} \quad \underline{5} \times \underline{3} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (**Documentation required.**))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.